	1994-95 तक आवंटित कुल राशि
आमान परिवर्तन	
1. नीमच-रतलाम	4.00
दोहरी लाइन बिछाना	
1. भोपाल और इटारसी के बीच दोहरी लाइन के लिए होशंगाबाद में नर्मदा पुल (पूरा कर दिया गया है)	12.80
2. चंबल पुल (हेतमपुर-घेर दपोहरीकरण)	11.86
3. कीरतगढ-काला आखर (पूरी कर दी गई है)	97.18
4. बिलासपुर-अकलतारा-तीसरी लाइन	24.68
5. अनास-पुल-पंचपिपलिया सुरंग और माही पुरल (पंचपिपलिया-माही पुल-पूरा कर दिया गया है)	12.20
6. पीरउमरोद-बेडडा और बोलाई-अकोदिया (बोलाई-अकोदिया)पूरी कर दी गई है)	22.71
7. बैरागढ-फदा	16 10

Allotment of tea/food stalls in Western Railway

276. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that Government have allotted Tea/Food Stalls in the Western Railway to a number of persons;

(b) if so, what are the names, addresses and experience of persons to whom allotments have been made during the last three years and until! now; and

(e) what is the criterion/procedure adopted by Government for making such allotments?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) Information is being col lected mid will be laid on the Table of the Sakha,

Placing of wagonorders to BEML

277. SHRI G. Y. KRISHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways has stopped placing orders on the Bharat Earth Movers Ltd. (BEML), Bangalore for building of rail coaches from the current financial year;

(b) if so, the reasons therefor;

(c) whether the employees and officers of the BEML took out a procession to the Raj Bhawan, Bangalore on 21st June urging the Central Government to restore orders for rail coaches to the BEML, the absence of which was likely to result in the closure of the Bangalore unit thus rendering some thousands of workers redundant and the management consequently resorting to layoff or retrenchment and

(d) the steps which Government proper to take to restore rail coach orders U the BEML to prevent its closure?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes 'Sir.

(to) *T\y.i* coach requirement has reduced v rich can be met in-house by Railway} own production units.

(c) It has come to the notice of this Ministry through media reports.

(d) M/s. BEML have been advised to diversify and look for alternative load fro«! elsewhere in the absence of Railway^ requirement.

Borrowings by Railways to Pay Salaries

278. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Governments' attention has been invited to the news item cap tioned "Railways to borrow 2,300 cr. to pay Salaries" appearing in "The Observe) of Business and Politics", New Delhi dated the 13th June, 1991;

(to) if so, the details of the matter reported therein;

(c) 1V reasons for resorting to such hu*e borrowings; and

(d) t*e steps being taken to improve the financial performance of the Rail ways particularly when it has express. its inability even to pay 4ts aim- «1 contribution (Dividend) to the general Revenues during the current year?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) There is no such proposal as there is no need.

(c) Does not arise.

(d) An Action Plan has been launched on all the Zonal Railway to augment earnings and reduce working expenses to generate additional resources internally. Railways have paid the dividend to the General Revenues consistently. Budget Estimates 19W-95 presented to Parliament also provide for meeting in full the Dividend Liability as per recommendations of the Railway Convention Committee.

Purchase of Raidway Wagons

279. SHRI RAHAS BIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) the target set for the purchase of Rail Wagons during 1994-95;

(b) the number of wagons purchased so far during the period;

(c) the steps taken to acquire remaining wagons for the Railways; and

(d) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Target for procurement *oft* wagons for 1994-95 as budgeted Is 1800O four wheelers. However, based on the present trend of traffic, the need has been provisionally assessed at 10,490 four wheelers.

(b) to (d) It is proposed to procure about 10,400 four wheelers in 1994-95. Out of this 7600 four wheelers have been ordered on Industry and 1000 four wheelers on Railway Workshops. For the balance 1800 four wheelers a tender is in hand which will be finalised in due course

During April—June '94, 967.9 w»-gons in terms of four wheelers have been procured. The balance are expected to be supplied during the re maining part of the year-